

ARIZONA DRIVER

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**AUCTION AND
CONCOURS RESULTS
SUPERIOR-BOYCE ROAD TRIP
WOMEN IN MOTORSPORTS
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DRIVES: TRUCKS, SUVs, EVs,
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AND MUCH MORE!**



Toyota Tundra Limited
Crewmax 5.5 4x4
i-FORCE MAX

VEHICLES • EQUIPMENT • TECHNOLOGY • PEOPLE • EVENTS • DESTINATIONS • ATTRACTIONS

COMFORT ZONE

BY
JOE
SAGE

To say the Toyota Tundra lineup is extensive is an understatement. As noted in the callout block at right, there are 42 basic builds, even before options, based on variables of cab, bed length, powertrain and drivetrain. Prices run from about \$40- to \$80 grand. And that puts the trim level of our sample, the Limited, right about dead center, by price.

Ours is a CrewMax, a full four-door, as are most popular industrywide. Double Cab has a foot more bed length on the same wheelbase (some just don't need a full back row). And an

8-foot bed could tempt many to a lower trim. As a Limited won't be an 8-footer, anyway, our 5.5-foot bed is fine. The 6.5 is tempting, but a CrewMax 6.5 is more of an in-town handful. As for 4x4, to us there's little room for debate.

The two powertrains—i-FORCE or i-FORCE MAX, both bear a 3.5-liter twin-turbo V6, the latter with one inline electric motor, bumping horsepower from 389 to 437 and, more dramatically, torque from 437 to 583 lb-ft. This hybrid application is more about power than fuel economy. The electric motor dominates for

quick torque at low speed, while above 18 mph the gasoline engine delivers sustained power. (The two do work more in combination when towing. Note that tow capacity is about the same with either powertrain.)

Fuel economy varies but is similar on all, in that ratings are very close with or without the hybrid. So while the MAX runs about \$4 grand higher, a payback in fuel savings is negligible. But you will likely find the difference in power—and its rapid application—irresistible.

We did. We're longtime V8 big truck owners, but the rumble and roar of this V6 were so positive we never gave it a second thought.

Wheels on the Limited are 20-inchers. Com-

2024 TOYOTA TUNDRA LINEUP

There are (42) basic builds of the 2024 Toyota Tundra (even before options and packages). All are available either rear-drive or 4x4 with the exception of TRD Pro and Capstone, which are 4x4-only. Other major variables include two cabs, three bed lengths, and either i-FORCE or i-FORCE MAX, though not in every possible combination.

SR: Double or CrewMax cab, 5.5 / 6.5 / 8.1-ft beds, standard i-FORCE	\$39,965-45,015
SR5: Double or CrewMax cab, 5.5 / 6.5 / 8.1-ft beds, standard i-FORCE	45,500-51,860
Limited: Double or CrewMax cab, 5.5- or 6.5-ft beds, i-FORCE or i-FORCE MAX	51,855-60,955
▼ OURS: bigger cab, shorter bed, MAX engine (CrewMax cab, 5.5-ft bed, i-FORCE MAX)	▼ 60,625
1794 Edition: CrewMax cab, 5.5- or 6.5-ft beds, i-FORCE or i-FORCE MAX	62,460-69,790
Platinum: CrewMax cab, 5.5- or 6.5-ft beds, i-FORCE or i-FORCE MAX	61,775-69,035
TRD Pro: CrewMax cab, 5.5-ft bed, i-FORCE MAX and 4x4 ONLY	72,130
Capstone: CrewMax cab, 6.5-ft bed, i-FORCE MAX and 4x4 ONLY	78,845

pare this with 18-inchers farther down in the lineup (on SR and SR5 for economy and/or work duty) or farther up the lineup (on TRD Pro for more off-road sidewall). The Capstone at top price has 22-inchers for style. Some offer TRD Pro packages, which move the SR5 to 18-inchers, but stay at 20-inchers on Limited and 1794. Our Limited's 20-inch black alloys

are part of a Nightshade package.

During heavy wind and rain, with snow forecast in the high country, we had wanted to get up into it. With clouds heavy and low, but lifting as the afternoon grew late, we headed north toward Payson. Power and transmission are very well matched on the open road. Passing at speed, the 10-speed automatic is

(cont'd)



SPECIFICATIONS

ASSEMBLY	San Antonio, Texas
ENGINE	i-FORCE MAX: 3.5L V6 hybrid twin turbo w water-cooled intercoolers, 24v, DOHC chain drive w dual VVT-i, alum block
HP/TORQUE	437 hp / 583 lb-ft
COMPRESSION RATIO	10.4:1
HYBRID MOTOR/BATTERY	
ELEC MOTOR	perm magnet synchronous, parallel hybrid system w elec motor/generator btwn engine & transmission
HP/TORQUE	48 hp / 184 lb-ft (36 kw / 250 Nm)
HYBRID BATTERY PACK	sealed Ni-MH battery, 288V, 240 cells 40 modules, 650V max, 1.87 kWh
TRANSMISSION	10-spd electronically controlled automatic w ECT[-i] intelligence, sequential mode, uphill/downhill logic and tow/haul modes
DRIVETRAIN	
4WD Demand part-time 4WD w electronically controlled 2-spd transfer case (high/low, 1,000/2,640) and "either A-TRAC or MTS" (Multi-Terrain Select), with parallel hybrid system w elec motor/generator btwn engine & transmission	
DIFFERENTIAL RATIO	3.31
SUSPENSION	
F: indep dbl-wishbone w stblzr bar & twin-tube shocks; R: multi-link w coils and outboard-mtd twin-tube shocks.	
<i>Note: available adaptive variable suspension (AVS), load-leveling rear height control air suspension</i>	
STEERING	
electronic pwr rack & pinion	
BRAKES ..F: vented 13.9, opposed dual-piston; R: vented 13.6, single piston	
WHEELS / TIRES	
20x8 alloy / P265/60R20	
LENGTH / WHEELBASE	
(5.5) 233.6 / 145.7 in	
INSIDE BED LENGTH	
(5.5 bed) 65.6 in	
INSIDE BED WIDTH	
(btwn wheel wells) 48.7 in	
HEADROOM (F/R)	
(w pano rf) 39.3 / 36.9 in	
LEGROOM (F/R)	
41.2 / 41.6 in	
GROUND CLEARANCE	
(Limited CrewMax with 5.5 bed, i-FORCE MAX) 8.5 in	
RUNNING GROUND CLEARANCE	
10.7 in	
APPROACH/DEPARTURE	
21.0 / 24.0°	
TURNING CIRCLE	
(CrewMax, 5.5 bed) 48.6 ft	
WEIGHT	
(i-FORCE MAX) 6010-6095 lb	
TOW CAPACITY	
11,170 lb	
FUEL / CAPACITY	
.87 reg unl / 32.2 gal	
MPG	
(except TRD) 19/22/20 (city/hwy/comb)	

BASE PRICE	\$60,625
NIGHTSHADE PKG: 20-in black wheels	450
AUDIO: JBL 12-spkr premium	565
LIMITED POWER PKG: Qi-compatible wireless phone charge, bed & cabin power (400W/120V AC), LED bed lights	385
PANORAMIC VIEW MONITOR	950
PVM + BSM TOW MIRRORS: panoramic view & blind spot monitor (black)	290
PANORAMIC ROOF: power tilt/slide w power sunshade	1350
FLOOR LINERS: all-weather	179
CARPET FLOOR MATS	179
WHEEL LOCKS	80
SPARE TIRE LOCK	75
DESTINATION CHARGE	1850
TOTAL	\$66,978

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prompt and smooth. Shifts through curves and grades, if any, were not noticeable.

The forecast up top had changed, though, to just maybe a little snow in the wee hours. We turned off instead for some wet off-highway trails, fresh snow on the peaks and the last light from the west as clouds lifted.

Though we had had heavy rain in town at times, we had never put it in 4WD—standard systems had excellent traction. For the dirt here, we did pop it into 4HI. It's an electronically controlled on-demand system—quick, easy and sure via the flick of a switch.

Recently graded roads were smooth at relatively good speed, while side trails included notably steep and wet stretches, with areas of heavy contour and fresh puddling. We didn't drive up high—odds of snowy roads were low and the day was getting short—but we did have some top-notch dirt driving. Given our Tundra Limited's ground clearance, approach and departure, this truck was superb on every trail we tried.

Ours was not a rock-crawling adventure, as few are. Depending upon your prime mission, you may investigate the TRD Pro package or the TRD Pro itself. Or you could look at other tires, though these are tough enough out of the box for normal weekend fare.

Though we didn't even come close to using it all, we value our Tundra's 32.2-gallon fuel tank. A number of competitors are in the 20s, which can be tough for sparsely populated highway distances or in the wild. (Note that SR and SR5 have a 22.5-gallon tank, although the 32.2 is an option on SR5.) Despite our extensive driving, over a week's time, we

only used about 3/8 of the tank. While this suggests good fuel economy, the readout was closer to 16 MPG, less than rated, although this was never our main mission—we had not reset it upon arrival and have no way to know whether we improved it or reduced it. But the overall impression was of plenty of range, most important of all.

We've been impressed with this third-generation Toyota Tundra in a variety of encounters—including our challenging outdoor vehicle comparos in Texas, the Pacific Northwest and elsewhere. Loyalty and tradition aside (although, after all, they are built in Texas), the only thing keeping Tundra from having as big a market share as the domestics may be its lack of a heavy duty line. But while that matters on the corporate level and the consumer awareness level, it need not affect the appeal of any individual purchase.

Whatever you're looking for in the Tundra lineup in terms of price, features, and a combination of tow and off-road worthiness, this mid-price Limited build is a great place to start. You can only go up or down from here, if you feel the need, but you just as likely could find your comfort zone right here. ■

One detail of note: our optional tow mirrors (\$290), though they may not really look it in photos, created huge blind spots at four-way stops or during lane changes, in town. It seems to be not so much their size but their position. These are available à la carte or via various option bundles and packages over a very wide price range. Depending how you choose your options—and, probably even more importantly, if you don't plan to do regular open highway distance towing—we'd recommend you take a good look at standard mirrors versus these.

